



**EARLIER DAYS**—Early airline days saw the Tri-motor Ford originating in flights from Grand Central Terminal in Glendale. An aircraft similar to this one will depart L.A. International Airport to re-

create Thursday TWA's first all-air trans-continental routes in observance of the Silver Anniversary of the Civil Aeronautics Act.

## Glendale Progress Changes Re-creation of TWA Flight

Glendale progress won't let a retired Ford Tri-Motor recreate her role as a trail-blazer of the first all-air transcontinental passenger service.

The partial re-enactment of the first flight will be staged Thursday and Friday by Trans World Airlines, originator of the service in October, 1930.

However, the plane will leave from Los Angeles instead of Glendale, the original take off point.

Glendale's once popular Grand Central Air Terminal is no more. It gave way to a vast industrial center on land that was once the air strip. The air field was closed in July, 1959.

Retired from U.S. airline service a quarter century ago, the

Ford Tri-Motor—dubbed the "Tin Goose"—will come out of hiding to re-create her role as trail-blazer of the first all-air transcontinental passenger service.

The occasion is the silver anniversary of the Civil Aeronautics Act (now the Federal Aviation act), the act that spread America's wings. It was signed by President Roosevelt on June 23, 1938.

Flying a restored Ford Tri-Motor, TWA will operate its schedule from Los Angeles to Newark via 11 intermediate cities—Winslow, Ariz., Albuquerque, Amarillo, Wichita, Kansas City, St. Louis, Indianapolis, Columbus, Pittsburgh, Harrisburg and Philadelphia. Lumbering along at roughly 110 miles an hour, the

trip will take 36 hours, including an overnight in Kansas City to give passengers a rest, just as in the early 30's when airlines did not fly after dark.

"The purpose of the flight is to dramatize the dynamic progress of U.S. air transport under the Civil Aeronautics Act and to focus national attention on the anniversary observance to be held the following week in Washington, D.C.," says Charles C. Tillinghast Jr., TWA president. "This legislation brought stability to the fledgling airline industry and provided the ground rules for its swift, orderly development to a position of world leadership."

Today's 600-mile-an-hour TWA

—Continued on Page 5-B—

MONDAY, JUNE 17, 1963

## Glendale's Progress

—Continued From Page 1-B—

StarStream span the nation in four and one-half hours. While the Ford Tri-Motor is working its way east, TWA jets will have completed 85 coast-to-coast flights.

On Sunday, the anniversary day, the Tin Goose will proceed to Washington, D.C., to deliver birthday greetings from the 13 cities to Alan S. Boyd, chairman of the Civil Aeronautics Board, and Najeeb E. Halaby, administrator of the Federal Aviation Agency, the agencies that regulate civil aviation under the act.

The Tri-Motor is one of only six known to be still airworthy from a brood of 199 built by the Ford Motor Company between 1926 and 1932. Price tag was between \$42,000 and \$5,000 a copy, compared to \$6 million for today's jet airliner. TWA flew a total of 25 Fords.

TWA found its anniversary Tin Goose in fully airworthy, FAA-certificated condition at Monmouth, Ill., where it was performing a variety of chores, including Sunday barnstorming. The plane was flown to TWA's overhaul base at Kansas City, where mechanics removed the present paint job, restored the original lustre to its corrugated aluminum fuselage and wings, and applied the trim of old Transcontinental & Western Air, as TWA was known in those days.